

The Members who vote for the repeal of the assault weapons ban are voting for a bill that will resume manufacturing and importation of killing machines. After President Bush banned the importation of assault weapons in 1989, the number of imported assault weapons traced to crime dropped 45 percent the next year. If we vote against repealing the ban, we will be giving the assault weapons ban the time it deserves to reduce gun violence and save more lives.

I ask that my colleagues vote against this bill. We can save more lives by keeping assault weapons off our streets.

#### WOMEN'S HISTORY MONTH: CONTRIBUTIONS TO A STRONGER, MORE PROSPEROUS ECONOMY

HON. RODNEY P. FRELINGHUYSEN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Friday, March 29, 1996*

Mr. FRELINGHUYSEN. Mr. Speaker, I rise today, as we celebrate Women's History Month, to honor the contributions of women to our economy as part of the labor force and as business owners around the country and especially in the State of New Jersey.

In some ways, the facts speak for themselves. The number of women in the paid work force has almost doubled in the last 20 years. Women in the work force grew from 36.2 million in 1974 to 60.2 million in 1994.

There are many talented women that are making enormous contributions to business and industry in the State of New Jersey. During a recent series of visits to companies located in the 11th district of New Jersey, I had the opportunity to meet and speak with many women who have risen or are climbing to the top positions and management in their respective companies.

In addition to those outstanding women in corporations, the State of New Jersey is ranked ninth in the Nation in the total number of women-owned businesses with a recent total of 164,798. I am especially encouraged because this number increased in my own State by 40 percent over a period of 5 years.

Nationally, women are starting businesses at twice the rate of men and the Small Business Administration anticipates that women will own 50 percent of all small businesses in America in the 21st century. These women-owned businesses employ more people than all Fortune 500 firms combined. Women employers are also bringing more than their economic achievements to the workplace; they influence and change the workplace for all employees by being more likely to offer flexible work arrangements, child care and health care benefits.

As women continue to make their mark in the workplace as employers and employees they face many challenges—access to child care, pay equity, educational opportunities, and access to capital and investors. Mr. Speaker, I rise today to honor these achievements. As our economy continues to change and we face new challenges as we enter the 21st century, I believe we can count on these entrepreneurs and executives to help lead the way to a stronger and more prosperous America.

#### LIVABLE WAGE ACT

HON. BRUCE F. VENTO

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Friday, March 29, 1996*

Mr. VENTO. Mr. Speaker, today I am introducing legislation intended to take a major step forward toward a livable wage for working men and women in our country. Too often American workers are forced to take jobs that pay substandard wages and have few or no health benefits. At a time when U.S. corporations are making record profits and the economy is strong and stable, it seems unreasonable that working families must struggle and cannot make ends meet. It is unconscionable for corporations to sacrifice fair wages for their workers in pursuit of inflated profit margins, and it is doubly so when these businesses are performing work on behalf of the Federal Government—when the workers' taxes which pay for Federal services and products perpetuate such depressed compensation.

My legislation is straightforward, simple and just; if you are a Federal contractor or subcontractor you will be required to pay wages to your employees that exceed the official poverty line for a family of four. This would be fair and equitable compensation achieved by law. When a business works for the Federal Government and benefits from working families' taxpayer dollars, at the very least it should be required to pay its employees a livable wage.

As of March 4, 1996, the official poverty line for a family of four is \$15,600. This is obviously not an exorbitant wage. Imagine a family of four trying to live on this amount or less. It may not seem possible, but it is done everyday in this country. There is a serious problem in our society when hard-working men and women, holding down full-time jobs, cannot earn enough to bring their families out of the poverty cycle, while company executives earn an average of 70 times that of their average employee.

My bill does not attempt to alleviate this disparity throughout the business sector, but it does require those corporate entities receiving taxpayer dollars to be accountable to their workers. This is a reasonable and practical bill. It allows companies to count any benefits, such as health care, which they provide for employees as part of their wage determination, and it provides an exemption for small businesses and bona fide job training or apprenticeship programs.

I urge my colleagues to join me in supporting this legislation to help ensure the American worker receives a fair day's pay for a fair day's work.

#### REMOVE FEDERAL BARRIERS TO INNOVATIVE HIGHWAY FINANCING

HON. DAVID MINGE

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Friday, March 29, 1996*

Mr. MINGE. Mr. Speaker, as an original co-sponsor of the coalition's balanced budget plan, I am committed to balancing the Federal budget as soon as possible. However, I understand that in working to balance the budget, we cannot simply cut, cut, cut and leave the

Nation to deal with the repercussions of lower Government spending. We must simultaneously make prudent policy changes to help empower the Nation during this fiscally trying time. One of those changes could be to allow the private sector of the transportation industry to use innovative financing methods to maintain our Nation's highways. Currently, there are barriers in Federal law that preclude such activity. I believe that innovative highway financing by the private sector could prove to be an important tool for preserving our transportation infrastructure. For information on this important subject, I commend to your attention the recent testimony of Robert Zauner, chairman of the Minnesota Transportation Group before the Joint Economic Committee. Mr. Zauner's testimony lays out an excellent explanation for why the private sector should be able to utilize innovative financing for maintaining our highways. I am submitting a copy of that testimony for printing in the RECORD.

#### TESTIMONY OF ROBERT ZAUNER BEFORE THE CONGRESSIONAL JOINT ECONOMIC COMMITTEE

Mister Chairman, my name is Robert Zauner. I am a registered professional engineer, vice-president of Hughes Transportation Management Systems (HTMS) and the chairman of the Minnesota Transportation Group (MTG). I have been involved in the transportation industry for twenty-five years. During the past six years I have been involved in the development of privatized toll highways. I have served as a member of the Board of Directors and as Vice President of the Highway Division of the Associated General Contractors of Minnesota. I also chaired its bridge committee. I currently serve on the Boards of Directors of the Minnesota Transportation Alliance, a transportation advocacy group, and the Intelligent Transportation Society of Minnesota, as well as the Advisory Council of the University of Minnesota's Center for Transportation Studies.

The MTG is a team of technology, construction, engineering, and financial companies that personifies the private sector's capability, desire and interest in the privatization of highway infrastructure. For the past six years we have worked with state legislators, local officials, and state departments of transportation in the development of enabling legislation, privatization programs and privatized highways. Our team members have been involved in privatization efforts in California, Washington, Arizona, Virginia, South Carolina, and Minnesota where we recently submitted proposals to develop three highway projects totaling over \$700 million.

In my testimony today I would like to share several issues I have encountered in my efforts to privatize highways. Some are institutional barriers others are perceptions or prejudices created by the present funding system that are as difficult to overcome as institutional barriers themselves. They include:

1. Reconstruction and improvements to the interstate system are exempt from tolling.
2. State and local government see little benefit to privatizing or implementing toll financing due to their perception that they are receiving no additional funding for doing so.
3. The disparity between taxable and tax exempt financing.
4. Privately financed highways are at a disadvantage when competing for investor dollars.
5. Tolling represents double taxation.
6. Unrealistic expectations for low cost roads: Roads are free; Roads are paid for; My road is the most dangerous road in the state